

COUNTRY Czechoslovakia 25X1 REPORT NO. 25X1

TOPIC Airfields in Czechoslovakia
25X1

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 15 April 1951 to 17 May 1952

DATE OBTAINED 21 October 1952

REFERENCES 25X1

PAGES 2 ENCLOSURES (NO. & TYPE) 25X1

REMARKS

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25X1 Svata Dobrotiva airfield.

1. There was a concreted area, 120 x 1,000 m, located in a woods about 1,500 m north of the cantonment housing the technical labor battalion at the northern border of Svata Dobrotiva (N 50/L 34). This concreted area which was not entirely even but had two slight elevations was generally referred to as an airfield. Two towers, about 25 m high, were located in the two southern corners of the concreted area. A damaged telephone line led to a bunker which was constructed into a rocky hill about 500 meters from the western edge of the field. Ten tanks were twice observed at the field. (1) The headquarters of the technical auxiliary battalion was stationed in Decin (N 51/F 56).

Pilsen and Dobrany airfields.

2. On 14 May 1951, the 4th company of the technical auxiliary battalion in Decin was transferred from Svata Dobrotiva to Pilsen (N 50/L 04) where billets for air force officers were being constructed between town perimeter and the airfield. Construction work was in progress at the airfield. (2) At the same time, the 5th company was transferred to construction work at Dobrany airfield (N 50/L 03) where the 1st and 2nd company were already engaged in construction work. (3)
3. On 15 October 1951, the 4th company of the technical auxiliary battalion was transferred to Pardubice (O 51/N 79) to do construction work at the airfield. The 5th company of the same battalion arrived there in mid-November. In addition to the two companies of the technical auxiliary battalion, about 600 men of PTS units (technical administration units) and about 200 civilian laborers of the Posista Firm were working at the field. (4) The military personnel was supervised by officers. Lieutenant Kulcar (fnu) former chief of the 4th company was transferred in April 1952. Engineer Veverka (fnu) was in charge of ground construction and Major Bernart (fnu) was responsible for the entire construction project. (5) According to a plan in Major Bernart's office, the airfield was to have a total length of 4,930 meters in an east-west direction.
4. The airfield southwest of Pardubice was oval in shape and extended in its length from the Civice community in the west to a point beyond the former Pardubice-Chrudim (O 50/M 78) railroad line. In the north, the field was bordered by Popkovic, in the southwest by St. Materov and in the southeast by St. Jesencany.

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The field was about 1,800 meters wide. It was planned that the Pardubice-Chrudim railroad line should be laid east of the airfield. The road from Popkovice to Hermanov Mestic which leads across the field was blocked. (6) A spur track branching off to the west from the main railroad line leads to a place south of the main gate. Shipments of construction materials were unloaded by a crane which was standing on side tracks at either side of the spur track. A power line extended along the southern border of the field. The two parallel runways under construction were to be about 30 meters wide and about 100 meters apart and extended from east to west. By May 1952, only the foundation consisting of stones with gravel and sand was completed and rolled. (7) The runway foundation was 30 cm below the surface. The concrete aprons in front of the hangars at the northeastern field border and in the northern part of the field were in a very poor condition. A third hangar which was partly destroyed was located in the northwestern corner of the field. The hangar at the northeastern field border was used as storage building for construction materials and the one in the northern portion of the field for the storage of old aircraft parts. The quarters, workshops and storages were temporary wooden buildings. A filling station was located in the vicinity of the hangar. The hangar in the northern section of the field actually consisted of two hangars which were interconnected by a barracks or office building. (8) The flight control building with the switchboard was located west of the double hangar. The only military personnel at the field were 30 air force and 20 infantry soldiers. There were no aircraft at the field. It was said that the ground construction was to be completed by the end of 1952.

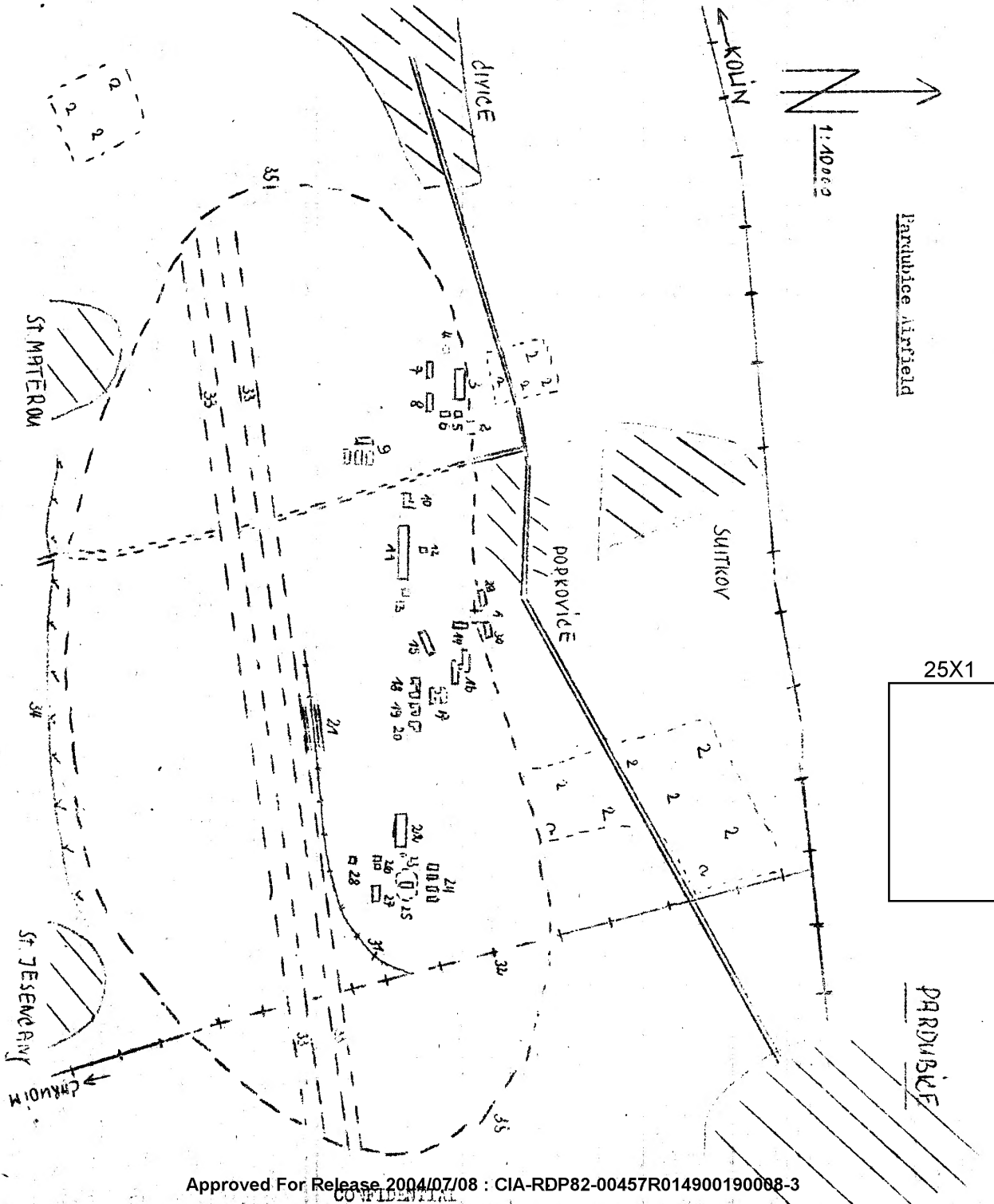
25X1 [] Comments.

- (1) The alleged airfield near Svata Dobrotiva is reported for the first time. The information received is insufficient to determine whether the concreted area is actually an airfield, or whether a test field for tanks is concerned. A troop training ground of the Czech Army is located in the wooded area around Straschitz (N 50/L 34).
- (2) Construction activities at Pilsen airfield are reported for the first time. It is believed that only a minor project is concerned. Pilsen airfield is probably occupied by a fighter regiment of the Czech Air Force.
- (3) Dobruška airfield was under construction since early 1951. It is believed that the airfield has been completed. []
- 25X1 (4) The transfer of the fifth company from the field indicates that the construction work at the field has reached an advanced state by October 1951.
- (5) These names are reported for the first time.
- (6) For layout sketch of Pardubice airfield, see Annex 1. The large scale of construction activities at Pardubice airfield, i. e. the noticeable enlargement of the landing field and the construction of a very long runway indicate that the field will be of considerable importance. The location of the buildings at the northern airfield border corresponds with previous findings. It is, therefore, believed that the other information obtained from source is also correct.
- (7) The information that two parallel runways should be constructed with a distance of only 100 meters between them cannot be explained. It is possible that the northern strip will become a wide taxiway. According to the foundation it can be assumed that the runway will have a concrete layer of 30 cm.
- (8) For sketch of double hangar, see Annex 2.

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Legend: see next page.



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Annex 1

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Legend.

- 1 Main entrance
- 2 Secondary entrance
- 3 Partly destroyed hangar, used as stor. house and ammunition dump by the infantry unit stationed in the barracks No 29 and 30
- 4 Villa, quarters of Engineer Veverka
- 5 Villa, quarters of Major Bernat
- 6 Garages
- 7)
- 8) Temporary quarters for civilian laborers
- 9)
- 10 Flight administration, about 12 x 60 meters, three-story building housing the office of Major Bernat
- 11 Double hangar, for details see Annex 2
- 12 Heating plant for double hangar
- 13 Underground fuel dump
- 14 Store for construction materials
- 15 Warehouse, vacant in May 1952
- 16 Temporary buildings, occupied by civilians
- 17 Kitchen for military personnel
- 18)
- 19) Quarters for military labor units
- 20)
- 21 Crane at unloading place
- 22 Hangar, used as warehouse
- 23 Vacant underground fuel dump
- 24 Quarters for drivers and labor units
- 25 Parking lot for trucks surrounded by a barbed wire fence with an open shed in the middle. In May 1952, about 110 trucks were parked there.
- 26 Warehouse for construction materials, metal instruments and parts for construction machines. It was the last work place of source
- 27 Repair shop for constructing machines and trucks
- 28 Flight control tower and weather station

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Annex 1



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29) Infantry barracks outside the airfield
30)

31 Temporary spur track

32 Interrupted railroad line

33 Two runways under construction

34 Overhead power line

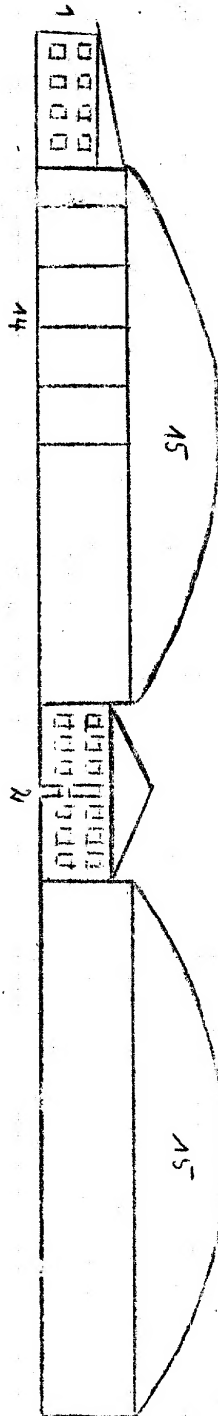
35 Planned airfield border

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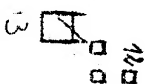
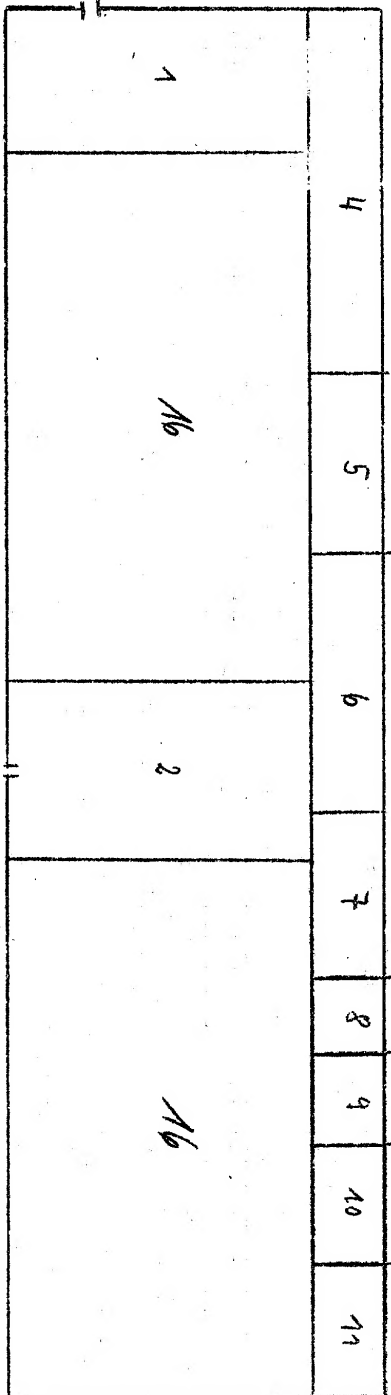
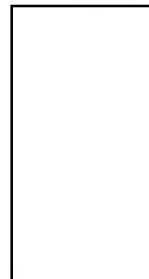
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Double Hangar at Paradise Airfield



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Legend.

- 1 Annex with offices
- 2 Barracks
- 3 Heating plant for double hangar
- 4 Plumbing shop and electric workshop
- 5 Canteen
- 6 Carpenter shop
- 7 Carpenter shop
- 8)
- 9) Class rooms
- 10)
- 11 Photo laboratory
- 12 Iron lids covering filling points of fuel depot
- 13 Underground fuel depot
- 14 Four section sliding gate
- 15 Glass roof
- 16 Hangar

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